REIMAGINE RENO

planning for the future

DESIGN PRINCIPLES

Review Draft: February 2017

Contents

Introduction

This document establishes design principles for different types of places in the City of Reno and its Sphere of Influence. Design principles are organized in accordance with the hierarchy of place types defined as part of the Structure Plan (see map on following page):

- Regional Centers
- Employment Areas
- Community/Neighborhood Centers
- Corridors
- Neighborhoods

Key concepts addressed by the design principles draw from existing center, corridor, and neighborhood plans found in the current Master Plan and from community input received as part of the ReImagine Reno process to date. In some cases, the design principles reinforce concepts that are already addressed as part of the City's zoning code; in other instances, targeted amendments to the zoning code will be required to implement them. In addition, this document defines design principles for sustainable development that apply regardless of the type or location of development.

Role of the Design Principles

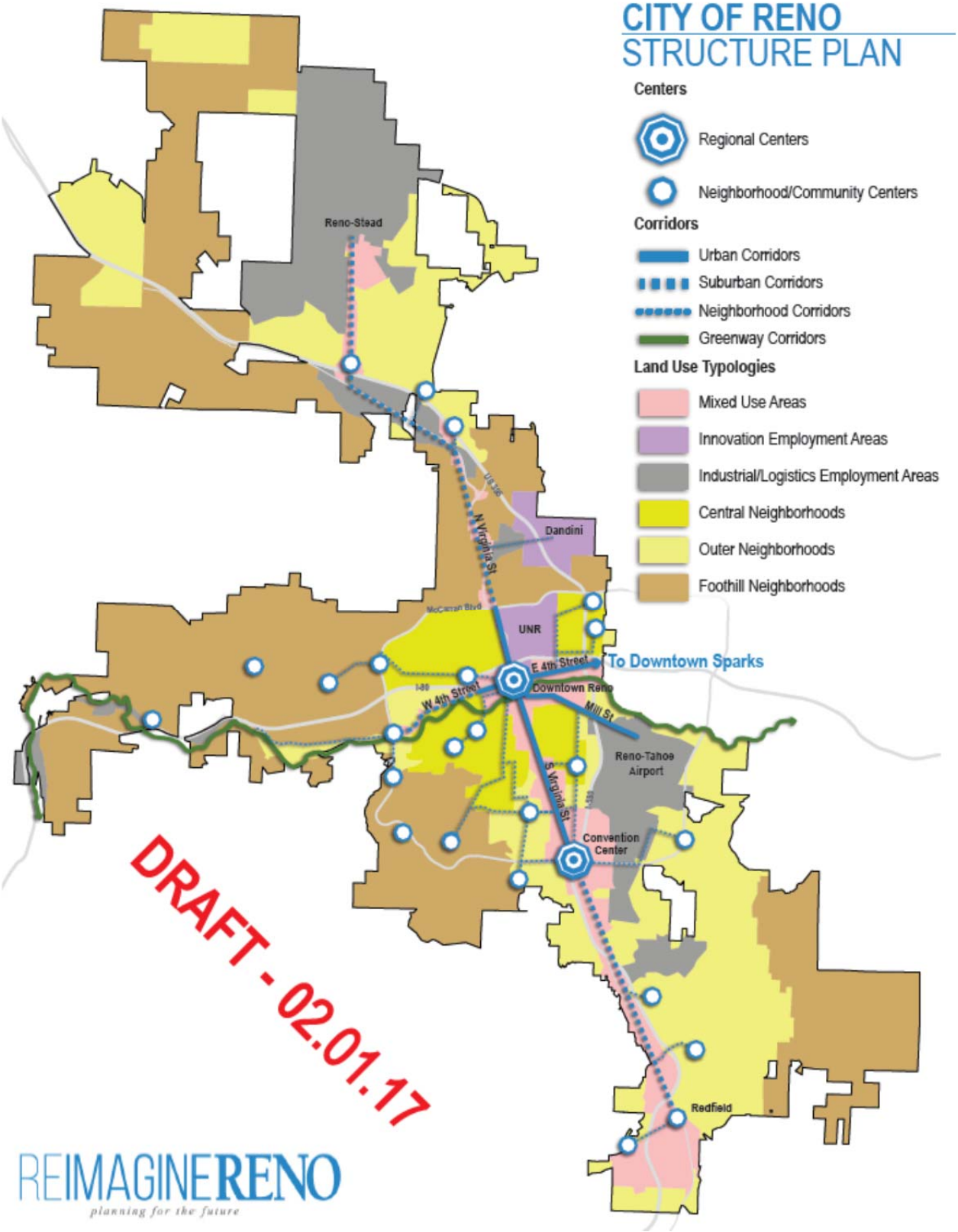
The design principles play multiple roles in the context of the citywide Master Plan. Specifically, they are intended to:

- Guide the character and form of development in different locations throughout Reno's Sphere of Influence.
- Provide the descriptive narrative and imagery needed to help illustrate key "place-based" Master Plan concepts established by existing Center, Corridor, and Neighborhood Plans and carried forward as part of the citywide Structure Plan.
- Support citywide policies and initiatives intended to promote a more sustainable and resilient community.
- Support requirements established by the Truckee Meadows Regional Plan and NRS 278.0284.

How will the Design Principles be implemented?

Concepts established as part of the design principles will be implemented using the following tools:

- Applicable updated Master Plan Land Use Categories; and
- Applicable zoning, overlay districts, development standards, Planned Unit Developments (PUDs), and other requirements adopted in the City's Annexation and Land Development Code.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How do I determine which Design Principles apply to my property or project?

Each of the "place-based" design principle categories apply as described below. Design Principles for Sustainable Development apply citywide.

WHERE IS THE PROPERTY OR PROJECT LOCATED?	WHAT DESIGN PRINCIPLES APPLY?	APPLICABLE BOUNDARY
Regional Center	Regional Center Design Principles (either Downtown or Convention Center)	Specific boundary for Downtown applies and is defined on the Land Use Plan map through the Downtown Mixed-Use designation. The boundary for the Convention Center is generally defined by the boundary of the underlying Land Use Typology on the Structure Plan.
Community/Neighborhood Center	Design Principles for Community/Neighborhood Centers	Varies by location; refer to Land Use Plan map for generalized boundary (typically defined by a Horizontal Mixed-Use designation.
Urban Corridor	Design Principles for Urban Corridors	Generally defined by boundary of underlying Land Use Typology on the Structure Plan.
Suburban Corridors	Design Principles for Suburban Corridors	Generally defined by boundary of underlying Land Use Typology on the Structure Plan.
Neighborhood Corridors	Design Principles for Neighborhood Corridors. If project/property extends beyond the immediate corridor as defined at right, applicable Neighborhood Design Principles also apply.	Applies only to first row of properties that abut the street(s) identified.
Greenway Corridors	Design Principles for Greenway Corridors	Applies only to first row of properties that abut the Greenway(s) identified.
Employment Areas	Design Principles for Employment Areas (General), in addition to applicable principles by location: Industrial/Logistics Employment Areas OR Innovation Employment Areas	Refer to Land Use Plan map for underlying Mixed Employment and Industrial designations.
Neighborhoods	Design Principles for underlying neighborhood typology based on location.	Not formally defined by Master Plan; however, some neighborhood-specific requirements apply, as defined by applicable overlay districts in the City's Annexation and Land Development Code.

Design Principles for Regional Centers (RC)

Regional Centers serve residents of the City of Reno and the broader region, as well as visitors from across the state and country. Regional Centers include a diverse mix of uses, including, but not limited to high-density office, residential, hotel, entertainment (including gaming), retail, and supporting uses. Downtown Reno also includes civic and cultural uses which distinguish it from other centers within the region. Regional Centers are well-served by the region's multi-modal transportation network and serve as a hub for service to other destinations within the region

Downtown (DT) — coming soon!

Design principles for the Downtown Regional Center will be developed based on recommendations that emerge from the Downtown Action Plan process (currently nearing completion). Based on the preliminary Downtown Action Plan recommendations that were presented to the City Council in December 2016, it is anticipated that the Downtown design principles will be organized to address unique considerations for the following districts within Downtown:

- University District
- Innovation/Industrial District
- Riverwalk
- Entertainment District
- Northwest Quadrant

Convention Center (CC)

The Convention Center serves as a hub for convention and tourism activities in the region and is well-connected to Downtown and other destinations via the Virginia Street Bus Rapid Transit (BRT) line. In addition to the exhibition and meeting spaces located on the Convention Center proper, the area includes hotels, visitor facilities, office, and significant commercial space (both as part of the existing shopping mall and other freestanding nodes of commercial). The design principles that follow reinforce efforts to leverage the presence of high frequency transit with higher density development, promote strong connections between convention and tourism uses, and ensure compatibility with adjacent neighborhoods.

Density and Intensity

In accordance with the Truckee Meadows Regional Plan, development within this Regional Center should have minimum densities as follows:

- Residential development: Minimum of 14 units per acre.
- Non-residential development: Minimum floor area ratio (FAR) of 0.33 or greater.

Higher densities are strongly encouraged on sites located within ¼ mile of existing BRT stops—generally a minimum of 18 units per acre for Residential Development and 1.0 FAR or greater for non-residential development.

Mix of Uses

RC-CC.1: OVERALL MIX

Convention activity is central to the mix of uses in this area. An array of hotels, casinos, and the existing shopping malls all support convention business, as do the more peripheral office and residential uses. Other uses that support convention business include recreation amenities, public facilities and services, and higher density residential.

RC-CC.2: GAMING

Existing non-restricted gaming uses, and non-restricted gaming allowed by land use, zoning and/or special use permits are allowed in the Convention Center Regional Center unless eliminated through a Master Plan amendment, zoning map amendment, and/or the expiration or revocation of a special use permit. New gaming establishments or expansion of existing establishments must be entitled through the Special Use Permit process.

RC-CC.3: HOUSING AND EMPLOYMENT

Higher density housing and developments that create a significant employment base should be encouraged in order to increase transit use.

Site Layout and Development Pattern

RC-CC.4: BUILDING ORIENTATION

Design sites and orient buildings with an emphasis on the character and safety of the pedestrian realm by bringing buildings close to the street (most specifically South Virginia Street); placing parking behind or to the side of buildings; and providing clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.

RC-CC.5: PUBLIC FACILITIES AND SERVICES

Integrate public facilities and services (i.e., community centers, schools, meeting rooms) in high intensity portions of the Regional Center where access to transit and other services are available and they can be integrated as part of a broader mix of uses.

RC-CC.6: PARKING

Design and landscape parking areas to minimize glare, provide shade, and reduce the visual impact of large numbers of cars. Support the conversion of surface parking to higher-intensity uses over time, particularly along South Virginia Street.

RC-CC.7: SIGNAGE

Provide a hierarchy of signs that is integrated with the overall character of the development, including informational signs for pedestrians. Consolidate signage for larger development parcels and limit heights to minimize visual clutter.

RC-CC.8: LOT CONSOLIDATION

Encourage the consolidation of smaller parcels to facilitate cohesive redevelopment. Avoid subdividing larger parcels where they already exist.

Building Massing and Form

RC-CC.9 RELATIONSHIP TO TRANSIT STATIONS

Concentrate taller/more intense development patterns and activity-generating uses at transit stations along South Virginia Street. Design buildings in these locations with an emphasis on creating a safe and inviting pedestrian-environment. This can be accomplished by providing a high level of architectural detail at the street level—canopies, awnings, and street trees to provide shade; plantings, window boxes, and public art for visual interest; and transparent windows and door openings to provide eyes on the street and encourage street-level activity.

RC-CC.10: VARIED HEIGHT AND MASS

Incorporate varied building heights and massing to provide visual interest and avoid abrupt transitions between high intensity Convention and Tourism-oriented uses and the lower intensity uses found in adjacent neighborhoods.

RC-CC.11: RELATIONSHIP TO SURROUNDING USES

Provide an appropriate transition between lower-density uses in the surrounding area and the desired higher-densities within the Convention Center Area.

Circulation and Access

RC-CC.12: COMPLETE STREETS

Design intersections and crossings with the accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit vehicles/riders. Design streets with landscaped medians including street trees to enhance tree canopy and enhance safety with pedestrian refuge areas. Incorporate raised or textured crosswalks and other techniques to increase the visibility of crossings to automobiles. Enhance linkages both across South Virginia Street and throughout the Convention Center area.

RC-CC.13: SIDEWALKS

Provide sidewalks on both sides of each street throughout the Convention Center area. Sidewalks should be a minimum of five feet wide on all minor streets within the plan area. On major streets the sidewalk area should be 12 feet wide and should include pedestrian amenities. On South Virginia Street the sidewalk area should be 18 feet and should include landscaped parkways, street trees, street furniture, and other pedestrian amenities.

RC-CC.14: TRUCK TRAFFIC

Truck Traffic should be prohibited in all areas east of Neil Road.

Design Principles for Community/Neighborhood Centers (CNC)

Community/Neighborhood Centers provide opportunities for supporting services (e.g. restaurants, cafes, small retail stores, medical offices) intended to meet the needs of the immediate neighborhood. Walkable, small-scale Neighborhood Centers exist in several of the city's Central Neighborhoods, while larger Community Centers such as those anchored by a grocery store or other large retail tenant may include a vertical or horizontal mix of residential and/or office uses in addition to retail/commercial uses. Community/Neighborhood Centers should have a cohesive and pedestrian-oriented design that features public/community gathering spaces and enhanced pedestrian/bicycle connections to surrounding neighborhoods. Existing Community/Neighborhood Centers are identified on the Structure Plan map. The design principles that follow provide general guidance to support the revitalization of existing centers and the design of new centers. The development of additional Community/Neighborhood Centers is encouraged consistent with the siting criteria provided.

General (G)

Variation in Size, Type, and Location of Centers

Community/Neighborhood Centers vary in size based on their location and type:

- Community Centers: Typically more than 10 acres, though some may be larger. Most appropriately located at the intersection of two arterials or at a major freeway interchange where they may be served by existing or planned transit. Community Centers may occupy one or more quadrants of an intersection. Example: Ridgeview Plaza at Mae Ann Ave and N. McCarran.
- Neighborhood Centers: Typically 6 to 10 acres; although some may be as small as an acre. Neighborhood Centers are generally located at the intersection of a collector street and an arterial street or two collector streets. However, Neighborhood Centers take on a variety of forms. Depending upon their location, Neighborhood Centers may occupy: one or more quadrants of an intersection; a portion of a single block on one side; or several blocks on both sides of the street. Example: Plumgate Center at Plumb Lane and Arlington Ave.

Mix of Uses

CNC-G.1: OVERALL MIX

Incorporate a mix of uses as part of Community/Neighborhood Centers that reflects the size, type, and location of the center and the needs of the adjoining neighborhood(s). For example, smaller Neighborhood Centers may include a small cluster of restaurants and retail shops, while larger Community Centers may include a large format grocery store and wide variety of supporting uses (including high-density housing).

CNC-G.2: RELATIONSHIP OF USES

Incorporate vertically or horizontally mixed- uses based on the size, type, and location of the center, as well as the overall development context and market demand. For example, while the concept is broadly supported, a vertical mix of uses (e.g., residential or office over ground floor retail) may not be supported by the market outside the core of the City.

CNC-G.3: HOUSING

Incorporate higher-density housing options as part of Community/Neighborhood Centers where feasible to provide opportunities for residents to walk or take transit to shops, services, and jobs. Housing options may include free-standing apartment or townhome buildings adjacent to non-residential uses, live-work units, loft-style apartments above retail, or other types of attached units.

CNC-G.4: SHARED-USE FACILITIES

Incorporate opportunities to co-locate public/private facilities (e.g. libraries, coffee shops, community

meeting rooms, police substations, or other community facilities) as part of Community/Neighborhood Centers as a means to promote efficiency, meet the needs of neighborhood residents, and foster a sense of community.

CNC-G.5: OUTDOOR GATHERING SPACES

Incorporate outdoor gathering spaces—such as plazas, pocket parks, squares, 'greens' or other public spaces that are tailored to the scale of the center and the needs of the surrounding neighborhood.

CNC-G-6: GAMING

Existing non-restricted gaming uses, and non-restricted gaming allowed by land use, zoning and/or special use permits and new non-restricted gaming uses entitled through the Special Use permit process are currently allowed within the Redfield Community/Neighborhood Center (on a very limited basis). However, new gaming establishments are not desired or permitted in other Community/Neighborhood Centers.

Relationship to Surrounding Neighborhoods

CNC-G.7: BUILDING HEIGHT AND MASSING

Provide gradual decreases in building height and mass so that the scale of new structures is comparable to that of adjacent neighborhoods along the shared lot line or street frontage. In centers where a mix of residential and non-residential uses are provided (and site size permits), incorporate lower-intensity housing types—such as townhomes or duplexes—along the shared street frontage to provide a more gradual transition in intensity and support expanded housing options.

CNC-G.8: SERVICE FUNCTIONS

Orient loading docks, truck parking, trash collection, drive-through facilities, and other service functions of centers away from adjacent neighborhoods and toward on-site service access points to the maximum extent practicable. Mitigate the impacts of these functions using landscaping and screening where site size, access, or other constraints limit site layout options.

CNC-G.9: LIGHTING

Provide adequate lighting so as to meet public safety and aesthetic needs of centers without comprising the environmental quality of adjacent neighborhoods.

CNC-G.10: OUTDOOR SEATING

Locate outdoor seating areas away from adjacent neighborhoods and limit hours of operation to minimize potential noise impacts on residents.

Site Layout and Development Pattern

CNC-G.11: COMPACT CENTERS

Design new Commercial/Neighborhood centers as compact and pedestrian-friendly "nodes" of development versus more traditional "strip commercial" patterns.

DIAGRAM TO ILLUSTRATE THIS CONCEPT TO BE ADDED

CNC-G.12: BUILDING ORIENTATION

Adapt building orientation to individual sites and types of centers, with an emphasis on the character and safety of the pedestrian realm. Generally, buildings should be organized to enclose and frame streets, parking lots, pedestrian walkways, outdoor gathering spaces, transit stops, and other site features.

CNC-G.13: PARKING LOCATION AND SCREENING

Place surface parking behind or to the side or rear of buildings to the extent feasible. Where surface parking is located along the street edge incorporate screening and/or landscaping as required to minimize visibility from the public right-of-way.

CNC-G.14: SIGNAGE

Balance visibility considerations with the need to minimize impacts on surrounding views and neighborhood character in the design of signage plans for Community/Neighborhood Centers. Incorporate historic signs or other unique features into signage plans where feasible.

Revitalization of Existing Centers

CNC-G.15: EXPANDED MIX OF USES

Incorporate a greater mix of uses—such as offices, multifamily housing, and live-work options—as part of efforts to revitalize existing single-use centers where feasible.

CNC-G.16: BUILDING AND SITE IMPROVEMENTS

Utilize façade improvements, signage, landscaping, and other physical enhancements as a means to increase the vibrancy and longevity of existing centers where redevelopment or major rehabilitation is not feasible in the near-term.

CNC-G.17: VACANT OR OBSOLETE BUILDINGS

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse where practical to support citywide sustainability initiatives and reinforce the unique character of individual centers. Place a particular emphasis on the adaptive reuse of historic structures as part of revitalization efforts.

CNC-G.18: INFILL OF SURFACE PARKING

Incorporate pad-site buildings or other creative approaches at the street edge to break up existing surface parking lots and help frame the street and the center's entrance, where sufficient space is available.

Circulation and Access

CNC-G.19: PEDESTRIAN REALM

Create a safe and inviting environment for pedestrians through the use of detached sidewalks with landscape parkways and street trees, seating, low-level lighting, landscaping, outdoor gathering spaces, bicycle parking, and other amenities.

CNC-G.20: NEIGHBORHOOD ACCESS

Provide direct pedestrian and bicycle access to surrounding neighborhoods, greenways, and other destinations. Where screening walls are warranted to screen service uses or mitigate noise impacts, ensure pedestrian and bicycle access is provided via a gate, or other access point.

CNC-G.21: TRANSIT STOPS AND FACILITIES

Integrate existing or planned transit stops and facilities into the overall design of each center, with an eye toward maximizing visibility and accessibility. Cluster activity-generating uses, such as retail shops, restaurants, and daily services adjacent to permanent transit facilities where applicable.

Criteria for Siting Community/Neighborhood Centers

Proposed Community/Neighborhood Activity Centers will be evaluated based on the locational criteria outlined below. Designate additional centers that:

- Are comprised of a mix of uses and are of a scale that is compatible with the surrounding neighborhood (whether existing or proposed);
- Will provide a range of commercial/retail services and/or housing options not currently available in the immediate neighborhood or not currently accessible on foot or by bike;
- Will support the revitalization of an obsolete shopping center or the reuse of vacant buildings or sites;
- Are consistent with the Design Principles for Community/Neighborhood Centers; and,
- Are consistent with the citywide goals and policies contained in this Master Plan and the requirements of the City's Annexation and Land Development Code.

Design Principles for Corridors (C)

Reno's corridors reflect key components of the City's multi-modal transportation network and include: Urban Corridors, Suburban Corridors, Neighborhood Corridors, and Greenway Corridors. A description of the characteristics that define each type of corridor is provided below, along with design principles to guide future development, reinvestment, and public improvements in each.

Urban Corridors (UC)

Urban Corridors are multimodal in character and serve areas within the McCarran Loop. Urban Corridors have existing high-frequency transit service in place or are planned for high-frequency transit (i.e., BRT) in the near future. An integrated mix of higher-density residential, retail, commercial, and other employment and service-oriented uses is encouraged throughout the corridor, especially within ¼ mile of transit stations. Opportunities for infill and redevelopment exist along most Urban Corridors, along with opportunities for the adaptive reuse of historic or otherwise viable structures. Ongoing investments in public spaces, sidewalks, and other elements of the public realm are needed to increase mobility within corridors as well as to improve first and last mile connections to transit stops and stations from adjacent neighborhoods and Employment Areas. The design principles that follow reinforce efforts to leverage the presence of high frequency transit with higher density development and to support the continued revitalization of the City's Urban Corridors into vibrant, transit-supportive places. The principles also reflect the more established character and constrained context of Urban Corridors when compared to Suburban Corridors.

Density/Intensity

Urban Corridors should have minimum densities as follows:

- Residential development: Minimum of 18 units per acre.
- Non-residential development: Minimum floor area ratio (FAR) of 0.75 for sites that directly abut the streets identified as Urban Corridors per the Structure Plan, and 0.25 or greater in all other mixed-use areas supporting the corridor.

Minimum densities apply to vacant sites or to sites where existing structures would be razed and a new structure or structures built. Lower densities may be considered to accommodate the preservation of historic structures, support the adaptive reuse of vacant or underutilized buildings, and/or accommodate transitions in intensity adjacent to established neighborhoods.

Mix/Relationship of Uses

C-UC.1: OVERALL MIX

A broad mix of higher-intensity uses will be supported in Urban Corridors, including, but not limited to residential, retail, commercial, and other employment and service-oriented uses. The overall mix of uses found on a given block will vary by location and should be tailored based on the surrounding development context.

C-UC.2: HOUSING

A range of housing options are supported within Urban Corridors as consistent with the minimum residential densities specified above. These may include free-standing residential buildings located along the corridor "in-between" transit stations, apartments or condominiums above retail uses adjacent to transit stations, and/or townhomes or smaller multifamily buildings where Urban Corridors abut Central Neighborhoods (e.g., Midtown Residential District, western edge of Wells Avenue Neighborhood).

C-UC.3: GAMING

Existing non-restricted gaming uses, and non-restricted gaming allowed by land use, zoning and/or special use permits are allowed in Urban Corridors unless eliminated through a Master Plan amendment,

zoning map amendment, and/or the expiration or revocation of a special use permit.

C-UC.4: COMMUNITY AMENITIES

Provide a variety of easily accessible community amenities targeted to a more "urban" context, such as pocket parks, small dog parks, plazas, recreational facilities, secured bicycle parking, community meeting spaces, and community gardens. Amenities may also take the form of private outdoor space designed to serve residents or employees in an individual building, such as balconies or roof-top decks.

C-UC.5: ACTIVITY-GENERATING USES

Concentrate nodes of activity-generating uses such as retail shops and restaurants at the street-level to increase visibility and promote pedestrian activity. Place a particular focus on supporting these uses, as well as service-oriented uses (e.g., public and non-profit health and human services facilities, branch library services, or similar) at key intersections and near existing or planned transit stations.

C-UC.6: RELATIONSHIP OF USES

A vertical mix of uses (e.g., residential or office above ground-floor retail) is preferred near existing or planned transit facilities to facilitate transit ridership, increase access to essential services for area residents and employees, and increase hours of activity; however, a combination of vertically and horizontally mixed uses (e.g., a standalone residential building adjacent to a non-residential building) may be accommodated based on site size, access, surrounding uses, and the overall development context.

Circulation and Access

C-UC.7: COMPLETE STREETS

Design intersections and crossings with the accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit vehicles/riders. Incorporate raised or textured crosswalks and other techniques to increase the visibility of crossings to automobiles.

C-UC.8: ACCESS MANAGEMENT

Concentrate access points along Urban Corridors to reduce conflicts between pedestrians, bicycles, passenger vehicles, and transit vehicles. When a site has access to two streets, access should utilize the street which has the least impact on traffic flow. If access from an arterial street will not impair traffic flow, limited access may be provided.

C-UC.9: PARKING MANAGEMENT

Designate and clearly sign parking areas that can be utilized by both residents and businesses, including parking garages and carpool parking. Utilize shared parking where feasible to decrease the amount of on-site parking needed.

C-UC.10: PEDESTRIAN/BICYCLE CONNECTIVITY

Provide direct pedestrian and bicycle connections between uses and major destinations within Urban Corridors (e.g., transit stations), as well as to surrounding neighborhoods. Where sufficient right-of-way exists, increase sidewalk widths along the corridor frontage to provide a greater separation between vehicles and pedestrians. Where right-of-way is more constrained, consider alternative approaches to improve the safety and comfort of pedestrians and bicycles and enhance connectivity.

Site Layout and Development Pattern

C-UC.11: RELATIONSHIP TO BRT STATIONS

Concentrate higher intensity uses, particularly residential or employment-generating uses, adjacent to existing or planned BRT stations to support transit ridership.

C-UC.12: BUILDING ORIENTATION

Organize buildings to enclose the corridor frontage and intersecting streets, parking lots, pedestrian walkways, outdoor gathering spaces, transit stations, and other site features.

C-UC.13: PARKING LOCATION

Surface parking should be provided to the side or rear or the building it is intended to serve, or within an enclosed parking structure. Exceptions may apply

where adaptive reuse of an existing building and its associated parking occurs. Portions of a site frontage that are occupied by surface parking should be screened using landscaping, a low wall, decorative fencing, or some combination of these approaches. Right of way constraints typical of many Urban Corridor sites may limit available options for screening parking in some locations.

C-UC.14: LOT CONSOLIDATION

Encourage the consolidation of smaller parcels to facilitate cohesive redevelopments. Avoid subdividing larger parcels where they already exist. Building Massing and Form.

C-UC.15: HEIGHT AND MASSING

Incorporate a variety of building heights and forms in Urban Corridors to create visual interest and establish a distinct identity for different areas along the corridor. Encourage massing that is appropriate to the surrounding context and sensitive to nearby uses in terms of shadowing, views, and protecting historic context.

C-UC.16: PARKING STRUCTURES

Design parking structures to be compatible with the scale and architectural character of the building(s) they are intended to serve, and the surrounding buildings, as applicable.

C-UC.17: RELATIONSHIP TO ADJACENT NEIGHBORHOODS

Concentrate building height and mass along the corridor frontage to the extent feasible, and "step down" building height and mass along the edge that is shared with adjacent Central Neighborhoods. Incorporate smaller-scale residential buildings such as townhomes or four-plexes along the backside of larger corridor developments where feasible to provide a more gradual transition in use and intensity between Urban Corridors and Central Neighborhoods.

Character and Identity

C-UC.18: ADAPTIVE REUSE

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse—where practical and consistent with development —to reinforce the more varied character typical of the City's Urban Corridors and to support citywide sustainability initiatives.

C-UC.19: HISTORIC CHARACTER

Incorporate historic structures, signage, and other unique features as part of corridor revitalization efforts wherever possible to reinforce the distinctive identity of different areas along the City's Urban Corridors (e.g., Midtown, East 4th Street) and support citywide historic preservation objectives.

C-UC.20: STREET-LEVEL INTEREST

Design buildings within an emphasis on creating a safe and inviting pedestrian-environment. This can be accomplished by providing a high level of architectural detail at the street level—canopies, awnings, and street trees to provide shade; plantings, window boxes, and public art for visual interest; and transparent windows and door openings to provide eyes on the street and encourage street-level activity. Place a particular emphasis along the corridor frontage, at transit stations, and in other locations expected to have significant pedestrian activity.

C-UC.21: STREETSCAPE CHARACTER

Place a high priority on undergrounding of utilities and incorporating streetscape enhancements, wayfinding signage, sidewalk repairs, public art, and other improvements that enhance the character, functionality, and safety of the City's Urban Corridors in conjunction with planned street improvements or maintenance projects. Phase out pole signs and billboards where feasible to reduce visual clutter.

Suburban Corridors (SC)

Suburban Corridors are auto-oriented in character and serve areas generally outside the McCarran Loop. A mix of higher density residential, retail, commercial, and other employment- and service-oriented uses is encouraged along Suburban Corridors, however, most uses will continue to be low intensity and function independently. Suburban Corridors have limited frequency transit service or none at all. The design principles that follow support the gradual transition of the City's Suburban Corridors over time by providing a greater degree of flexibility in development patterns and intensity in the near-term (as compared to Urban Corridors), while still encouraging nodes of higher-intensity development to enhance access to services and housing options and support expanded transit service over time.

Density/Intensity

While no minimum density is required for Suburban Corridors, concentrated nodes of higher-intensity development are encouraged at major intersections and near existing or planned transit stations to promote enhanced access to services and housing options and support the potential for enhanced transit service in the future.

Mix/Relationship of Uses

C-SC.1: OVERALL MIX

A broad mix of uses will be supported in Suburban Corridors, including, but not limited to retail, commercial, and other employment and service-oriented uses. Higher-density residential is also supported. Generally, Suburban Corridors are less constrained in terms of land availability and access, and are thus better suited to large-format uses that require more surface parking.

C-SC.2: RELATIONSHIP OF USES

Support a combination of horizontally mixed uses (e.g., a standalone residential building adjacent to a non-residential building) and vertically mixed uses (e.g., residential or office above ground-floor retail) in Suburban Corridors based on market demand, recognizing that in many locations, single use developments exist and will continue to function independently.

C-SC.3: ACTIVITY-GENERATING USES

Concentrate activity-generating uses (e.g., larger format stores, restaurants, casinos, etc.) as part of higher intensity, pedestrian-oriented development nodes at major intersections and near existing or planned transit stops to support the provision of high-frequency transit service over time.

C-SC.4: GAMING

Existing non-restricted gaming uses, and non-restricted gaming allowed by land use, zoning and/or special use permits are allowed in Suburban Corridors unless eliminated through a Master Plan amendment, zoning map amendment, and/or the expiration or revocation of a special use permit.

C-SC.5: HOUSING

Higher-intensity housing is encouraged along Suburban Corridors as a means to increase housing options citywide and to expand "live-work" opportunities and the ability for residents to walk or bike to nearby services and amenities. Housing may occur in the form of single use residential buildings located "in-between" nodes of mixed-use development, or as an integrated part of mixed-use nodes.

Site Layout and Development Pattern

C-SC.6: BUILDING ORIENTATION

Design sites and orient buildings with an emphasis on the character and safety of the pedestrian realm by bringing buildings close to the street; placing parking behind or to the side of buildings; and providing clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.

C-SC.7: PARKING

Design and landscape parking areas to minimize glare, provide shade, and reduce the visual impact of large numbers of cars. Support the conversion of surface parking to higher-intensity uses over time.

Circulation and Access

C-SC.8: PEDESTRIAN AND BICYCLE NETWORK

Strive to achieve a continuous network of sidewalks, bicycle and pedestrian paths along Suburban Corridors over time, seeking opportunities to complete "gaps" in the pedestrian and bicycle network incrementally as part of planned roadway improvements and future development. Prioritize improvements that facilitate access to transit and increase safety.

C-SC.9: PEDESTRIAN REALM

Design sidewalks and other pedestrian facilities with the safety and comfort of pedestrians in mind. Place a particular emphasis on those located at major intersections, at transit stops, or in other areas of high pedestrian activity. Use landscaped parkways and detached sidewalks to provide a physical separation between pedestrians and the corridor frontage and enhance the visual appearance of the corridor.

C-SC.10: ACCESS TO SURROUNDING DESTINATIONS

Provide direct pedestrian and bicycle access to adjacent neighborhoods, recreational areas, and the Truckee River from Suburban Corridors where applicable.

Building Massing and Form

C-SC.11: VARIED HEIGHT AND MASSING

Incorporate varied building heights and massing along any given corridor, and as part of larger development nodes, to provide visual interest and avoid abrupt transitions to the lower intensity uses typically found adjacent to the City's Suburban Corridors.

C-SC.12: RELATIONSHIP TO TRANSIT STATIONS

Concentrate taller/more intense development patterns and activity-generating uses at transit stations and design buildings in these locations with an emphasis on creating a safe and inviting pedestrian-environment. This can be accomplished by providing a high level of architectural detail at the street level—canopies, awnings, and street trees to provide shade; plantings, window boxes, and public art for visual interest; and transparent windows and door openings to provide eyes on the street and encourage street-level activity.

C-SC.13: RELATIONSHIP TO ADJACENT NEIGHBORHOODS

Provide a gradual transition in building height and mass along the edge that is shared with adjacent neighborhoods. Incorporate smaller-scale residential buildings such as townhomes or duplexes along the backside of larger corridor developments where feasible to provide a more gradual transition in use and intensity between Suburban Corridors and adjacent neighborhoods.

Character and Identity

C-SC.14: DEVELOPMENT IDENTITY

Individual developments or "nodes" within Suburban Corridors should establish a unique identity based on its overall mix of uses and the surrounding development context. Landscaping, building design, signage, public spaces, and other features all contribute to a distinct identity.

C-SC.15: CHARACTER-DEFINING FEATURES

Incorporate historic buildings, natural features, land contours, and other character-defining features into the overall design of new development where applicable, such as along West 4th Street and the Truckee River.

C-SC.16: INFILL AND REDEVELOPMENT

Support the revitalization of vacant or underutilized sites along Suburban Corridors over time through infill and redevelopment.

Neighborhood Corridors (NC)

Neighborhood Corridors provide enhanced multimodal (pedestrian, bicycle, transit, etc.) connections between existing or future Neighborhood Centers and other centers and corridors in the City. Most Neighborhood Corridors are predominantly residential in character. However, higher density or mixed-use development may be appropriate in some locations, where indicated on the Future Land Use Map. The design principles that follow should be used to guide the orientation and design of future development along Neighborhood Corridors, as well as improvements to the right-of-way within Neighborhood Corridors.

Circulation and Access

C-NC.1: COMPLETE STREETS

Design improvements, intersections, and crossings along Neighborhood Corridors with the accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit.

C-NC.2: WALLS AND FENCING

Avoid isolating adjacent neighborhoods that abut Neighborhood Corridors with walls and privacy fences. Where walls or fencing are necessary to provide privacy or mitigate traffic noise, incorporate mid-block access points to facilitate pedestrian and bicycle connectivity.

C-NC.3: TRAFFIC CALMING

Incorporate physical traffic calming measures such as roundabouts, chokers, and speed undulations to reduce vehicle speeds, maintain the pedestrian-oriented context of Neighborhood Corridors, and discourage through traffic.

Streetscape Character

C-NC.4: TREE CANOPY

Provide and/or maintain detached sidewalks with parkways and street trees to enhance the character of Neighborhood Corridors; increase the comfort, safety, and enjoyment of pedestrians and bicyclists; and reduce the heat island effect.

Relationship of Uses

C-NC.5: BUILDING ORIENTATION

Orient development towards Neighborhood Corridors, providing a higher level of architectural detailing and clearly defined entrances for pedestrians. Avoid lining Neighborhood Corridors with surface parking, garages, or the backs of buildings.

C-NC.6: HOUSING OPTIONS

Incorporate more varied housing options along Neighborhood Corridors where transit and other services are readily accessible, or as part of Neighborhood Centers. Refer to the Future Land Use Map for Land Use Categories applicable to individual corridors.

Building Design and Character

C-NC.7: ADAPTIVE REUSE

Support the adaptive reuse of homes or other buildings that front onto, and have direct access from, Neighborhood Corridors for low-intensity, non-residential or live-work uses such as office or small-scale retail (where permitted by underlying zoning).

C-NC.8: TRANSITIONS IN DENSITY/INTENSITY

Provide gradual transitions in building height and massing between higher density residential development along Neighborhood Corridors and adjacent single family neighborhoods.

Greenway Corridors (GC)

Greenways Corridors are linear open spaces established along rivers, ditches, drainageways, streams, ridgelines, trails, canals, or other routes for conservation, recreation, or alternative transportation purposes. In addition to protecting sensitive natural features, Greenways serve to connect parks, major drainageways, nature preserves, cultural facilities, and historic sites with each other, as well as with centers, corridors, and neighborhoods throughout the City and its Sphere of Influence. The Truckee River Greenway is the most significant Greenway Corridor in the City. The design principles that follow should be used to guide the orientation and design of future development along all Greenway Corridors.

C-GC.1: Protection of Natural Features

Tailor the layout and design of adjacent development so as to protect the natural features contained within and along the edge of the Greenway Corridor.

C-GC.2: Orientation to Greenway Corridors

Orient structures and public spaces to maximize and frame views to the adjacent Greenway Corridor. Avoid lining Greenway Corridors with surface parking, walls or fencing, garages, or the backs of buildings.

C-GC.3: Access to Greenway Corridors

Maintain or provide public pedestrian and bicycle access to Greenway Corridors and associated outdoor recreational amenities as part of future development. Incorporate signage, gateway markers, or other cues that increase the visibility of Greenway Corridor access points.

C-GC.4: Relationship to the Truckee River

Retain a minimum of a 50 foot strip of property or easements on the banks of Truckee River on either side. Incorporate design features that facilitate views of and access to the Truckee River, such as but not limited to: balconies and porches, river-oriented entrances and windows, and rooftop terraces.

C-GC.5: Public Spaces

Incorporate active and passive public spaces, such as outdoor plazas and seating, and pocket parks, as part of future development along Greenway Corridors.

Design Principles for Employment Areas (EA)

Employment Areas encourage and support the development of a wide range of employment opportunities. Each Employment Area is unique in its context and focus; however, these generally fall within one of two categories—1) those that are oriented toward education, research, entrepreneurship, business incubators, and other endeavors that seek to turn knowledge into products, processes, and services; and 2) those that are oriented towards industrial, manufacturing, and logistics uses. Gaming also exists in some Employment Areas. Design principles for Employment Areas are intended to promote compatibility between uses of varying intensities and to enhance the character of employment focused gateways and corridors.

General (G)

Site Layout and Development Pattern

DPEA-G.1: NATURAL FEATURES

Respect the natural context of individual Employment Areas, retaining the natural features Development should complement and blend with the natural topography and landscape. Cluster buildings to minimize the loss of natural features and open space, or to minimize impacts on adjacent uses, where applicable.

DPEA-G.2: BUILDING ORIENTATION

Organize buildings to frame streets and define parking lots, pedestrian walkways, outdoor gathering spaces, transit stops, and other site features.

DPEA-G.3: PARKING, LOADING, AND STORAGE

Locate parking, loading, and storage areas away from street frontages, freeways and arterial streets, and adjacent residential uses to the maximum extent feasible. Screen these functions with landscaping, decorative walls, fences, or landscaped berms as appropriate to the location and surrounding context.

Circulation and Access

DPEA-G.4: COMPLETE STREETS

Seek opportunities to support the use of alternative modes by incorporating crosswalks, bike lanes, sidewalks, trails, park-and-ride facilities, transit amenities, or other improvements as new roadways built or existing roadways are improved. Align the type and location of specific features with each employment center's function and location, and the need to enhance multimodal connections within individual Employment Areas and to other parts of the City and region.

DPEA-G.5: ON-SITE PEDESTRIAN AND BICYCLE CIRCULATION

Provide safe and convenient pedestrian and bicycle circulation from parking areas, park-and-ride areas, and transit stops to primary building entrances. Minimize conflict points with vehicles by utilizing shared driveways, access, and parking between building parcels.

DPEA-G.6: TRANSIT FACILITIES

Incorporate transit facilities (e.g., bus stops or transit stations) where concentrations of activity exist or are planned. Transit stations should be generally placed approximately ½ mile apart from each other, to accommodate the distance that the average person will walk. Collaborate with RTC on the incorporation of park-and-rides, benches, passenger waiting shelters, bus turn-outs, or other transit infrastructure.

Relationship to Adjacent Uses

DPEA-G.7: FREEWAYS/ARTERIAL STREETS

Utilize buffers for noise and sight screening, staggered fence lines on the freeway side of development, attractive landscaping, and to generally conform to the natural topographic gradients in the freeway corridors.

DPEA-G.8: ACCESS TO NEIGHBORHOODS AND SUPPORT SERVICES

Provide strong pedestrian/bicycle connections and clear wayfinding signage to enhance connections

between Employment Areas and nearby neighborhoods and support services.

DPEA-G.9: ACCESS TO PUBLIC LANDS

Provide or maintain vehicular, pedestrian, and/or bicycle access from Employment Areas to adjacent public lands, open space, and recreational amenities.

DPEA-G.10: VIEWS

Where applicable, encourage development that is sensitive to views from surrounding public lands by working with the topographic features of the site and using a neutral color palette that blends with the surrounding landscape.

Building Design and Character

DPEA-G.11: GLARE

Avoid creating reflected glare on nearby buildings, streets or pedestrian areas through the careful selection of building materials, incorporation of overhangs, controlled angles of reflection, and appropriate placement of landscaping.

DPEA-G.12: PARKING STRUCTURES

Ensure parking structures are visually integrated with the building(s) they are intended to serve.

Industrial/Logistics Areas (ILA)

Industrial/logistics Areas are oriented towards industrial, manufacturing, and logistics uses. Uses include a mix of large footprint warehouse/flex space, manufacturing facilities, and smaller ancillary and supporting industrial, commercial, and office uses. Residential uses are generally not supported due to compatibility issues; however, access to housing options and services within close proximity of Industrial/Logistics Areas plays an important role in supporting live-work opportunities for the local workforce and reducing the need for cross-town trips. The design principles below address potential impacts of more intensive uses found in Industrial/Logistics Areas and the unique considerations associated with airport-adjacent development.

Mix of Uses

EA-ILA.1: OVERALL MIX

Support a mix of large footprint warehouse/flex space, manufacturing facilities, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the surrounding development context. Facilities directly associated with airport operations (e.g., runways, airplane hangars, and terminal buildings) are also supported.

EA-ILA.2: GAMING

Existing non-restricted gaming uses, and non-restricted gaming allowed by land use, zoning and/or special use permits are allowed in Industrial/Logistics Areas unless eliminated through a Master Plan amendment, zoning map amendment, and/or the expiration or revocation of a special use permit.

EA-ILA.3: AIRPORT CRITICAL ZONES

Limit uses in airport critical zones to those having a low occupancy. Schools, churches, and other high occupancy uses are not appropriate in these locations. Utilize sound-attenuating construction methods in airport critical zones and key overflight areas.

Site Layout and Development Pattern

EA-ILA.4: RESIDENTIAL COMPATIBLITY

Concentrate taller buildings away from adjacent residences (stepping down building heights along shared property lines) and mitigate noise, odor, lighting, and other potential impacts so as to minimize conflicts. Where Industrial/Logistics Areas abut unincorporated land that is planned for future residential, anticipate potential future impacts and take steps to mitigate them, such as through the incorporation of a buffer that is retained for open space.

EA-ILA.5: AIRPORT COMPATIBILITY

Ensure that new development is reviewed in coordination with the Reno-Tahoe Airport Authority to address potential airport compatibility considerations.

Relationship to Adjacent Uses

EA-ILA.6: LIGHTING

Avoid development in airport encroachment zones that poses immediate or long-term risks to flight safety or building occupants due to excessive reflectivity or lighting.

EA-ILA.7: TRUCK TRAFFIC

Limit heavy trucks on certain city streets, with a particular emphasis on corridors that serve both Industrial/Logistics Areas and adjacent neighborhoods.

Building Design and Character

EA-ILA.8: VARIED DESIGN

Avoid long, uninterrupted horizontal building facades and integrate variation in the use of material, color and texture as appropriate to the use and the surrounding development context. Place a particular emphasis on facades that are visible from adjacent neighborhoods, public lands or open space areas, freeways or arterial streets, and other public rights of way.

Innovation Areas (IA)

Innovation Areas support ongoing education, research, entrepreneurship, business incubators, and other endeavors that seek to turn knowledge into products, processes, and services. A range of academic/institutional uses, research facilities, new forms of work space (e.g. co-working spaces, make spaces, etc.) as well as higher-density residential types (including student housing), and supporting office, retail, and other commercial uses are encouraged in Innovation Areas. The design principles below address considerations unique to Innovation Areas.

Density and Intensity

Varies by location; where appropriate, residential densities should generally be 14 dwelling units per acre or greater, and non-residential and mixed-used development should have a minimum FAR of 0.75 or greater.

Mix of Uses

EA-IA.1: MIX OF USES

The overall mix of uses in Innovation Areas should be guided by the following applicable master plans:

- Desert Research Institute Master Plan
- Truckee Meadows Community College Master Plan
- Dandini Research Park Master Plan
- University of Nevada Reno Campus Master Plan 2015-2024

EA-IA.2: HOUSING

Support the integration of a range of housing options within or adjacent to Innovation Areas as consistent with facility and campus master plans.

Character and Identity

EA-IA.3: SITE-SPECIFIC CONSIDERATIONS

Refer to individual facility and campus master plans for more specific guidance related to site layout, environmental features, circulation and access, and other considerations unique to each Innovation Area.

Site Layout and Development Pattern

EA-IA.4: PUBLIC SPACES

Incorporate a variety of public gathering spaces (e.g. plazas and outdoor seating) and amenities for employees and area residents such as public art and shower and bicycle facilities.

EA-IA.5: RELATIONSHIP TO ADJACENT USES

Ensure that more intensive uses—whether from a density/intensity, hours of operation, loading and storage, or similar compatibility standpoint—do not compromise uses in adjacent districts. Incorporate appropriate screening and transitional measures for uses in close proximity to residential and other low-intensity uses.

EA-IA.6: PARKING LOCATION AND SCREENING

Locate parking to the side or rear of buildings and away from primary street frontages. Use landscaping to screen surface parking form the street, soften the appearance of surface parking lots, and enhance the overall character of the development. Particular care should be taken to minimize visual impacts of parking in areas visible from public rights of way or adjacent to residential neighborhoods.

EA-IA.7: PARKING MANAGEMENT

Utilize shared parking, parking reductions, and other strategies where feasible to decrease the amount of on-site parking needed.

Relationship to Adjacent Uses

EA-IA.8: VARIED HEIGHT AND MASSING

Incorporate varied building heights and massing consistent with applicable Master Plans to provide visual interest and avoid abrupt transitions to adjacent neighborhoods.

Design Principles for Neighborhoods (N)

Reno's neighborhoods vary in their location, character, mix of housing types, and ability to accommodate future growth. Three types of neighborhoods are identified on the Structure Plan map: Central Neighborhoods, Outer Neighborhoods, and Foothill Neighborhoods. The design principles that follow include general principles (applicable to all categories of neighborhoods), and tailored principles designed to reinforce the unique characteristics and considerations applicable to each of the three categories of neighborhoods. Neighborhood design principles are intended to promote diverse, livable neighborhoods that offer a range of features, housing options, and amenities desired by the community.

General (G)

Applicability

The general neighborhood design principles that follow reflect a range of possible considerations for all types of neighborhoods. They should be applied with an eye toward the type of development being proposed—e.g., is it a new planned community on a previously undeveloped site, or is it an infill or redevelopment site in an established neighborhood? Generally, design principles that are intended to apply to a specific context are noted as such. In instances when design principles specific to a particular type of neighborhood conflict with these general neighborhood design principles, the location specific design principle(s) apply.

Site Layout and Development Pattern

N-G.1: RELATIONSHIP TO MAJOR ROADWAYS

Orient buildings and lots to minimize the impact of major streets on neighborhood character and safety, while still providing adequate through connections. Where soundwalls are required to mitigate the impacts of an adjacent roadway, landscape buffers should be used to reduce visual impacts.

N-G.2: FREEWAY CORRIDORS

Developments or neighborhoods located along a freeway corridor (e.g., Interstate 80) should be clustered away from the freeway, set back at least 30 feet from the freeway right-of-way, and buffered with landscaping. Blank building walls adjacent to the freeway should be avoided.

N-G.3: VARIED STREETSCAPE CHARACTER

In new neighborhoods, incorporate variations to home orientation and site features using the following techniques to create distinctive, pedestrian-friendly streetscapes:

- Façade treatments (See N-G.22)
- Housing type (See N-G.23)
- Garage orientations (See N-G.4)
- Setbacks (where lots sizes, topography, and other factors permit)

N-G.4: GARAGE ORIENTATION

In new neighborhoods, incorporate a variety of garage orientations—front-loaded, side-loaded, detached, or alley-loaded—to create visually appealing and pedestrian-friendly streetscapes. Alley-loaded garage placement should be required where alley access is available.

N-G.5: PARKING

Parking in front of the primary structure is discouraged, unless as part of a driveway. Where possible, parking (especially surface parking lots for multifamily buildings) should be located behind the primary structure, away from street frontages.

N-G.6: ACCESSORY DWELLING UNITS (ADUs)

Accessory dwelling units, where permitted, should be located in the rear of a regular lot or side of a corner lot, and be of a similar scale and architectural style as the primary structure. Access should be oriented away from the entrance to the primary structure.

N-G.7: MULTI-FAMILY BUILDING ORIENTATION

The primary entrance and façade of individual buildings within a multi-family development should be oriented towards: the primary internal or perimeter streets of the site; common open space, such as interior courts, parks, or plazas; on-site or adjacent natural areas or features; or other notable features of the site (not including surface parking lots).

N-G.8: STREETSCAPE DESIGN

Landscaped parkways, planting easements, detached sidewalks, street trees, or some combination of these features should be required along all neighborhood streets, unless the neighborhood street passes through an existing or emerging neighborhood center or corridor (in which guidelines specific to these place types would apply). Where possible, such features should incorporate LID principles to help manage and treat stormwater runoff.

Circulation and Access

N-G.9: STREET AND BLOCK PATTERNS

Design new neighborhoods to include an interconnected network of local streets with short, walkable block lengths. Discourage the use of cul-de-sacs or other dead-ends, unless warranted by topography or other site constraints, or alternative access/connections for pedestrians and bicyclists are provided.

N-G.10: TRAFFIC CALMING

Physical traffic calming measures, such as roundabouts, chokers and speed undulations, are encouraged on local streets in residential areas to reduce automobile speeds and to discourage through traffic.

N-G.11: MULTI-MODAL CONNECTIONS

Features, amenities, an infrastructure that promotes safe and efficient pedestrian, bicycle, and vehicle movement within neighborhoods, as well as between neighborhoods and nearby centers and corridors, transit stops, parks and open space areas, and other destinations should be incorporated into rights-of-way and pedestrian and bicycle paths or walkways.

N-G.12: PEDESTRIAN AND BICYCLE ACCESS

On-site systems of pedestrian and bicycle pathways included as part of the development or neighborhood should seek to maximize direct access to and between: the residential units or structures on the site; adjacent streets; adjacent neighborhoods; adjacent bus or other public transit stops or stations; adjacent schools; and/or adjacent or on-site parks, open space, trail system, greenways, or other public facilities or uses.

N-G.13: BARRIERS

Continuous walls and other barriers that hinder pedestrian, bicycle, and vehicular connectivity between neighborhoods and adjacent uses are strongly discouraged. Where walls are deemed necessary to screen incompatible uses or provide privacy, access for pedestrians and bicycles should be provided at periodic intervals to maintain connectivity.

Community Amenities and Services

N-G.14: NEIGHBORHOOD AMENITIES

Provide a variety of easily accessible amenities targeted to the specific context of the neighborhood, such as parks, trails, open space, recreational facilities, and community gardens. Amenities may also take the form of private outdoor space designed to serve residents in an individual building or larger multi-family development.

N-G.15: OUTDOOR GATHERING SPACES

Larger projects or new neighborhoods should provide gathering spaces (courtyard, community garden, park, swimming pool, etc.) for residents. Adjacent residential buildings (regardless of housing type) should be oriented towards such gathering spaces where provided. Amenities such as benches, trees, planters, or other landscaping should be included in the design of the gathering space to improve its usability. Gathering spaces should be accessible from adjacent the street(s).

N-G.16: NEIGHBORHOOD SERVICES

Neighborhood or community services located within a neighborhood (such as a small office or café), should generally follow the guidelines for neighborhood centers and neighborhood corridors, as appropriate.

N-G.17: OPEN SPACE

Incorporate greenways and other permanently protected open space into the design of new neighborhoods. Incorporate existing natural vegetation and stands of trees where feasible, and/or utilize xeric landscape principles and native plant materials when designing plantings for open space areas that have been disturbed.

N-G.18: SCHOOL SITES

School sites should be consistent with the school siting criteria contained in the Truckee Meadows Regional Plan.

N-G.19: LOCAL FOOD PRODUCTION

Where possible, include opportunities for local food production, such as community gardens, edible landscapes, or other features intended to support the immediate neighborhood as a standalone use or as an integrated component of a larger residential development (such as a multi-family housing complex).

Community Character and Design

N-G.20: NEIGHBORHOOD IDENTITY

Incorporate distinct streetscape elements (i.e., lighting, landscaping), signage, public art, and other character-defining features to distinguish neighborhoods from one another and promote a strong sense of place for residents.

N-G.21: TRANSITIONS

Abrupt changes in residential densities should be avoided unless they are part of an integrated plan, adequate buffers are provided, or building massing and placement provides an adequately smooth transition.

N-G.22: BUILDING DESIGN

A continuous row of identical residential buildings (of any housing type) should be avoided. Structures should be differentiated through architectural features, exterior materials and colors, garage orientation, variations in massing and heights, and/or some other design approach, as appropriate.

N-G.23: MIX OF HOUSING TYPES/LOT SIZES

Avoid creating new neighborhoods that are dominated by a single type of home or dwelling unit. Encourage a variety of housing options—lot sizes, types, density, and price points—that are tailored to the scale, location, community context, and market context of the neighborhood or site.

N-G.24: HISTORIC PRESERVATION

Integrate historic and cultural resources of state, or federal significance into the overall design of a site, where feasible, through adaptive reuse. Locally signficant historic or cultural resources present on a site should be integrated into site design and demolition should be avoided unless the restoration and reuse of the buildings or structures would place an undue financial burden or hardship on the property owner (as defined in Chapter 18.18 of the City's Land Development Code).

How do the Adopted Neighborhood Plans Relate to these Design Principles? (Simple map of neighborhoods to be added)

These Neighborhood Design Principles address a broad range of considerations for the design of new neighborhoods, as well as for the conservation of established neighborhoods. Many of the specific concepts addressed by the Neighborhood Design Principles are part of currently adopted neighborhood plans and have been adapted to be more broadly applicable. The Neighborhood Design Principles also reflect input received as part of the ReImagine Reno process about the need for reinvestment in existing neighborhoods and the types of neighborhoods that residents would like to see more of in the future.

Additional requirements (to be located in an appendix to the updated Master Plan) may apply in some locations in accordance with the following neighborhood plans[1] as adopted:

- Country Club
- Mortensen-Garson
- Greenfield
- Northeast
- Wells Avenue
- West University

[1] Due to changes in development conditions, general age, or implementation of identified policies since their initial adoption, the following neighborhood plans will be retired as part of the Master Plan update process: McQueen, Newlands, Plumas, and Southeast. While these plans are proposed to be retired, their policy recommendations have been carried forward as appropriate as part of the Design Principles and land uses from the existing plans have been converted to like land use categories as part of the Future Land Use map.

Central Neighborhoods (CN)

Central Neighborhoods are concentrated within the McCarran Loop and encompass much of the City's oldest housing stock. These neighborhoods are valued for their unique character, compact and walkable urban form, and proximity to the array of supporting services and amenities found in the City's Centers and Corridors. While they are largely single-family in character, some Central Neighborhoods include a mix of attached and detached housing types, and multifamily development. Continued reinvestment in existing housing stock is encouraged to preserve historic resources and neighborhood character, as well as to encourage the retention of smaller, more affordable housing units over time. Limited infill and redevelopment is supported where established policies and regulations are in place to guide character and transitions. The design principles that follow supplement those that apply generally to all Neighborhoods in the City (N-G), in addition to the Design Principles for Sustainable Development (SD).

Neighborhood Character

N-CN.1: PRESERVATION OF STREET GRID

Maintain the existing grid pattern of streets to the maximum extent feasible, avoiding alterations—such as the abandonment of streets, consolidation of blocks, or vacation of alleys— that would limit accessibility and connectivity.

N-CN.2: PRESERVATION OF LOT PATTERNS

Maintain the traditional pattern and size of lots in Central Neighborhoods to the maximum extent feasible, avoiding subdivision of lots that create entrances or access points where they were not traditionally found.

N-CN.3: TRAFFIC CALMING

Implement traffic calming measures in the public right-of-way to promote walkability and to increase pedestrian safety. Such measures may include bulbouts at intersections, lane narrowings, chokers, pedestrian refuges, among other techniques.

N-CN.4: RENOVATIONS AND ADDITIONS

Renovations of or additions to existing homes should include exterior finishes, materials, and architectural styles (including contemporary interpretations) compatible with the original building, as well as similar roof pitches. Renovations that add an additional story or multistory additions should follow the guidelines set forth in principle N-CN.8, or the Secretary of the Interior's Standards for rehabilitation and exterior additions where applicable.

N-CN.5: MIX OF HOUSING TYPES

Other than single-family homes, no one housing type should dominate the block. Redevelopment of larger sites should include at least two housing types, including duplexes, townhomes, apartments, condominiums, or single-family homes (as permitted by zoning).

Infill & Redevelopment

N-CN.6: BUILDING ORIENTATION AND SETBACKS

Buildings should be oriented consistent with the traditional orientation of structures found in the surrounding blocks. Similarly, front setbacks should be within the range of the front setbacks found along the surrounding block.

N-CN.7: BUILDING BULK/MASS/HEIGHT

To the extent feasible, infill development should be designed to fit in with surrounding buildings, incorporating similar heights, lot coverages, and widths in its design. Blocky and blank multi-story building forms devoid of articulation or architectural features should be avoided, especially along adjacent property lines.

N-CN.8: TRANSITIONS

Where infill development is of a different scale or height than surrounding buildings, transitions should be provided to limit impacts on adjacent properties. Transition techniques may include: stepping down building heights and massing along shared property lines to meet the height of adjacent buildings;

increasing sideyard setbacks to incorporate a landscape buffer; providing variation in the side building wall or roof form; and using dormers and sloping roofs to accommodate upper stories; and/or orienting windows, porches, balconies, and other outdoor living spaces away from shared property lines; among others.

N-CN.9: MULTI-FAMILY BUILDINGS

Multi-family buildings or units developed through infill or redevelopment should be designed to appear as separate homes from the street, using techniques such as stepping back the front façade at intervals that correspond to traditional lot widths (or in the sideyard setback if built on combined lots); variations in exterior materials or colors; variations in massing and height of the building form; provision of clearly articulated individual dwelling entrances (which provide access to the street); and/or variations in rooflines or styles; among others.

IMAGES/GRAPHICS TO BE ADDED

N-CN.10: GARAGE AND PARKING LOCATION

The types and orientations of garages and/or the placement of parking on the site should be consistent with the existing character of surrounding blocks. Aside from driveways, parking in front of primary structures should be prohibited. Where alleys exist, garages should be located in the rear of the lot and accessed from the alley.

Outer Neighborhoods (ON)

Outer Neighborhoods include the City's older suburban areas, generally outside or adjacent to the McCarran Loop, as well as newer suburban developments. They are generally comprised of single-family detached homes and have a cohesive character. While new development continues to occur in some Outer Neighborhoods, others are in need of revitalization and reinvestment. Significant capacity for future residential development lies in Outer Neighborhoods. Opportunities to encourage a broader mix of housing types and supporting non-residential uses and amenities in Outer Neighborhoods is encouraged in order to meet changing community needs. The design principles that follow supplement those that apply generally to all Neighborhoods in the City (N-G), in addition to the Design Principles for Sustainable Development (SD).

Relationship of Uses

N-ON.1: MIX OF HOUSING TYPES

Support the incorporation of more varied housing options—type, density, and price points—in Outer Neighborhoods over time through targeted infill and the buildout of approved planned unit developments.

N-ON.2: NEIGHBORHOOD CENTERS

Support opportunities for the development of Community/Neighborhood Centers to increase access to supporting services and employment in Outer Neighborhoods that are currently underserved. Evaluate opportunities using the Criteria for Siting Community/Neighborhood Centers provided.

Site Layout and Development Pattern

N-ON.3: CONNECTIVITY

Design streets, pathways, parks, and open space to improve connectivity between Outer Neighborhoods, adjacent uses, and other destinations.

N-ON.4: TRANSITIONS TO UNINCORPORATED COUNTY/OPEN SPACE

Promote site designs that are sensitive to nearby unincorporated areas and open space and that provide for appropriate transitions at the urban/rural edge. Design approaches could include matching edge densities and lot sizes to those found in adjacent rural or unincorporated areas, provision of a wide open space buffer along the edge of the site, clustering housing units away from the shared lot line, or some combination of these approaches.

N-ON.5: CLUSTER DEVELOPMENT

Cluster housing units on the site in order to preserve open space, scenic view corridors, or other natural features, provide open space for the common use and enjoyment of neighborhood residents and the broader community, and provide a more gradual transition between residential development in the City and that which exists or is planned in adjoining unincorporated areas.

Foothill Neighborhoods (FN)

Foothill Neighborhoods are located on the fringe of the City and have unique considerations based on their context. Steep slopes, drainages, and vegetation increase risks associated with natural hazards such as wildfires and (to a lesser degree) flooding in many of these neighborhoods. In addition, many of the City's Foothill Neighborhoods abut state or federal lands, and are valued for the access they provide to the outdoors and a host of recreational amenities. Foothill Neighborhoods include a mix of housing types that support the City's housing needs. Many Foothill Neighborhoods are part of larger Planned Unit Developments, and are encouraged to reconsider the mix of housing types already approved in order to provide a greater diversity of products to meet the City's changing housing needs. The design principles that follow supplement those that apply generally to all Neighborhoods in the City (N-G), in addition to the Design Principles for Sustainable Development (SD).

Protection of Natural Features

N-FN.1: CLUSTER DEVELOPMENT

Cluster housing units on the site in order to preserve scenic view corridors or natural features; accommodate development on portions of the site located outside of wildfire hazard areas; preserve cohesive blocks of forest or other native vegetation; reduce the need for grading and other site modifications; and provide open space for the common use and enjoyment of neighborhood residents and the broader community.

N-FN.2: GRADING

In general, homes should be designed to fit the site rather than located on man-made pads or terraces. Hillside grading, if necessary, should create an undulating, naturalistic appearance by varying the gradient of the slope or grading to curvilinear contours. Landscaping and other naturalization techniques should be used to mitigate disturbed areas and minimize the visual impact of grading, as viewed from within the neighborhood, as well as from other parts of the community.

N-FN.3: CUT AND FILL SLOPES

To the extent feasible, use landscaping over other forms of stabilizing mechanisms (i.e., retaining walls) to maintain cut and fill slopes, areas of difficult soils or erosion hazards. Hillside street alignments should generally parallel contours unless doing so would result in an unsafe street as determined by the City. Cut or fill slopes should be visible from the residence(s) on the property to encourage owners to properly stabilize, maintain, and treat slopes to prevent erosion.

N-FN.4: RETAINING WALLS

The use of retaining walls on the site should be minimized. Where necessary, walls greater than six feet in height should be terraced and utilize natural materials that blend with surroundings to minimize the visual impacts on the surrounding neighborhood. Where terracing is not feasible, a landscape buffer should be incorporated on the downhill side of the wall.

N-FN.5: VIEWSHEDS

Minimize impacts to prominent viewsheds in the design of new Foothill Neighborhoods by minimizing cut and fill, siting homes below prominent ridgelines, and decreasing the density of development in areas with steeper slopes (15% grades or more). Open view fencing should be used on lots adjacent to open space areas.

N-FN.6: DRAINAGES

Drainages should be preserved and incorporated into the overall design of Foothill Neighborhoods in a manner that does not degrade or impair flood control or other natural functions.

N-FN.7: WILDLIFE CORRIDORS

Wildlife corridors should be identified and incorporated into the overall design of the site or neighborhood. Corridors should be designed to be as wide as the site will allow, to maintain as much open

space as possible next to crossings, to be free of impediments to movement, such as from fencing, rights-of-way, and trails. Multiple types and sizes of culverts and underpasses should be provided, where possible, to accommodate different types of species.

Relationship to Adjacent Uses

N-FN.8: TRANSITIONS TO UNINCORPORATED COUNTY/OPEN SPACE

Promote site designs that are sensitive to nearby unincorporated areas and open space and that provide for appropriate transitions at the urban/rural edge. Design approaches could include matching edge densities and lot sizes to those found in adjacent rural or unincorporated areas, provision of a wide open space buffer along the edge of the site, or some combination of these approaches.

Recreation and Open Space

N-FN.9: ACCESS TO PUBLIC LANDS

Where applicable, provide or maintain vehicular, pedestrian, and/or bicycle access to public lands and recreational amenities located at the urban/rural interface.

N-FN.10: NETWORK CONNECTIONS

Provide pedestrian and/or bicycle paths, trails, or other connections between Foothill Neighborhoods and adjacent neighborhoods, schools, and open spaces. Where feasible, such connections should be separated from the roadway system.

N-FN.10: INTERNAL CONNECTIONS

Provide internal neighborhood connections through a variety of pedestrian and/or bicycle facilities or infrastructure, such as sidewalks or paths.

Hazard Mitigation

N-FN.11: VEGETATION MANAGEMENT

Encourage property owners and neighborhood organizations to create defensible spaces surrounding homes or other structures (typically a buffer of 200 feet) and take other steps to mitigate wildfire risk through landscaping, vegetation management, and other techniques and best practices.

N-FN.12: FIRE RESISTENT LANDSCAPING

For landscaping, select plants and other landscaping features or materials (such as mulch) that are known to be difficult to ignite, and if ignited, do not produce heat sufficient to ignite the house or other adjacent structures. Such plants include those that have high moisture content, are low-growing, and/or do not contain flammable oils, resins, waxes, or other chemicals. Plants and other landscaping elements should be separated vertically and horizontally with non-flammable buffers.

N-FN.13: FIRE RESISTANT BUILDING MATERIALS

Buildings should be constructed with fire-resistant materials, particularly roofs, decks, and exterior walls.

N-FN.14: FUEL BREAKS

Fuel breaks should be incorporated into the overall design of Foothill Neighborhoods (see also N-FN.12) to prevent or retard the spread of wildfires between a neighborhood and adjacent open space or public lands, as well as within the neighborhood.

N-FN.15: EMERGENCY SECONDARY ACCESS

Secondary street access should be provided in all Hillside Neighborhoods to allow access by firefighters and other first responders, as well as to ensure multiple evacuations routes are available to neighborhood residents.

Design Principles for Sustainable Development (SD)

The design principles that follow are applicable to all development within Reno's Centers, Corridors, and Neighborhoods, supplementing the additional principles provided for each of these types of places in the following pages. These design principles support the integration of sustainable development practices in both public and private development as a means to reinforce the City's longstanding commitment to "green" and sustainable development initiatives, and its commitment to reduce local greenhouse gas emissions and enhance resilience to climate change as part of the Compact of Mayors coalition. These design principles reinforce the citywide goals and policies contained in the updated Master Plan as well as the more specific strategies being explored as part of the City's Sustainability Plan (currently under development).

Natural Resources

SD.1: NATURAL FEATURES

Natural features should be preserved and incorporated into the overall design of a site so long as doing so does not degrade or impair the natural functioning of the resource. This includes such natural resources as creeks, trees, natural slopes, rocks, views, wetlands, aquifer recharge areas, and irrigation ditches. Disturbance should be minimized to only areas needed for construction, and should be mitigated in such a way as to replicate natural features where possible. Minimize destruction of vegetation outside of the construction zone.

SD.2: DEVELOPMENT CONSTRAINTS AREAS

Avoid development on portions of sites located within a Development Constraints Area (DCA), as identified in the Truckee Meadows Regional Plan. These areas should remain in an undeveloped state, but may be incorporated into the overall site design provided any risks to people and property are managed or mitigated (such as within a flood hazard area).

SD.3: WILDLIFE

To the extent possible, new development should protect and conserve areas of significant wildlife habitats, and other environmentally significant lands (i.e., wetlands and stream environments), prominent ridgelines, and other natural and scenic resources necessary for wildlife habitat, movement, or reproduction. Features facilitating the movement of wildlife should be considered, especially if the site is located along a known wildlife movement corridor.

SD.4: TREE PRESERVATION

To the extent practical, healthy, mature trees should be retained and incorporated into the design of the site. Criteria for the replacement of trees should be followed in instances where retention is not feasible due to location, site constraints, or other factors.

SD.5: HYDROLOGIC RESOURCES

Major water bodies, drainage ways, and aquifer recharge areas within the city should be protected to preserve and maintain riparian and aquatic habitats; water quality; and other hydrological or ecological functions and services provided by these resources. Protective buffers should be established from high water marks, delineated edges, or other distinguishable marks based on the type of resource and its location.

SD.6: ENDANGERED SPECIES

Efforts should be made to support the protection of habitat relied upon by species listed as sensitive, threatened, or endangered under the U.S. Endangered Species Act and the State of Nevada statutes. Refer to adopted management plans (see Master Plan appendix) as applicable for more detailed guidance.

Site Layout and Design

SD.7: SOLAR ACCESS

Where possible, orient the layout of homes, streets and public spaces in new neighborhoods to support the use of passive solar to heat homes and reduce snow and ice buildup on neighborhood streets, as

well as to maximize property owners' ability to take advantage of solar energy (through roof-top PV arrays, or similar). Consider factors such as landscaping, window placement, overhangs, building location to enhance the usability and comfort of public spaces (including streets) during hot summer months.

SD.8: URBAN HEAT ISLAND EFFECT

Employ site features, such as trees or reflective materials, to reduce heat absorption by exterior surfaces present on the site, provide shade, or otherwise mitigate the impacts to the site's microclimate from the urban heat island effect.

SD.9: WINDBREAKS

Use trees, dense shrubs, and other vegetation to shield buildings, activity areas, pedestrian pathways, and other exterior spaces on the site from prevailing winter winds in order to reduce energy consumption and costs associated with heating buildings during winter months and creating more comfortable and usable outdoor spaces.

SD.10: ENERGY FACILITIES

Where possible, infrastructure and other design considerations necessary to support the use of renewable energy and other forms of energy generation, such as district heating or cooling systems, should be incorporated into the site.

SD.11: FLOODPLAIN PROTECTION

Development located within a flood hazard area should not impair the flood protection functions of the site (if any) and should seek to restore any flood protection functions previously provided (if the site has already been developed or disturbed). Site features such as bioswales, constructed wetlands, and detention basins should be considered.

SD.12: STORMWATER MANAGEMENT

Runoff from stormwater and other precipitation events should be managed to prevent on-site flooding, to manage the spread of non-point source pollutants, and to reduce the volume of stormwater entering municipal storm drains and related infrastructure during periods of peak flows. Where possible, precipitation should be retained on-site and managed through infiltration, and evapotranspiration.

SD.13: STORMWATER INFRASTRUCTURE

To the extent possible and practicable, stormwater management features and infrastructure should be aesthetically and visually pleasing, and designed in a way to provide multiple benefits to the end-users of the site (such as recreational opportunities, aquatic or riparian habitats, or opportunities for public art).

SD.14: LOW IMPACT DEVELOPMENT

Encourage Low-Impact Development (LID) features and approaches, including those that:

- Minimize impervious surface coverage of the site;
- Provide infiltration and retention for stormwater on-site; and/or
- Use natural processes to treat and/or remove pollutants from stormwater runoff.

The appropriate LID technique will depend on site-specific conditions, such as soil types and groundwater levels.

SD.15: OUTDOOR WATER USE

Use landscaping that incorporates drought tolerant plant materials, efficient irrigation systems, and other best practices to reduce outdoor water usage. Design irrigation systems to make use of gray water or treated effluent where possible.

SD.16: INVASIVE AND NOXIOUS PLANT SPECIES

Plant species considered to be invasive or noxious by the State of Nevada, the City of Reno, or other governmental agency (Insert cross reference to list) should not be used in landscaping designs, or otherwise introduced to the site. Such plant species present on a site should be removed.

SD.17: HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources present on a site should be preserved and incorporated into the overall design of the site. Techniques to restore and

repurpose historic buildings or structures for new uses, such as adaptive use, are encouraged.

SD.18: LIGHT POLLUTION

Employ the use of shielded light fixtures and other techniques for reducing light trespass, sky-glow, and other forms of light pollution generated on a site, while also maintaining safe levels of light for use of the site at night.

SD. 19: SOLID WASTE FACILITIES

Provide on-site facilities to support recycling, the disposal of potentially hazardous wastes (such as e-waste), and/or composting. The number, size, and distribution of facilities across the site will vary based on the size of the development, the types of uses, and other factors.

SD.20: LOCAL FOOD PRODUCTION

Encourage opportunities for local food production, such as community gardens or other features intended to support the immediate area.

Building Design (New Development and Adaptive Reuse)

SD. 21: INDOOR WATER USE

Use fixtures, appliances, equipment, and/or systems within the building that reduce water use and/or improve water efficiency. Use of product certified under the EPA's WaterSense program, or similar programs, are encouraged.

SD. 22: ENERGY EFFICIENCY

Where possible, incorporate energy saving and energy efficient building designs, appliances, systems, and other building components that help the improve energy efficiency and lower energy consumption. Look to resources such as the ASHRAE Advanced Energy Design Guide, Energy Star, and other similar programs.

SD. 23: RENEWABLE ENERGY

Incorporate systems or technologies, where appropriate, for the generation of renewable energy to offset the energy consumption of the building. A range of technologies should be considered, including solar, micro-hydro, wind, and geothermal.

SD. 22: RECYCLE BUILDING MATERIALS

Utilize Sustainable Materials Management (SMM) practices for debris material generated during construction, renovation, and demolition of buildings. Strive to use building materials that are sustainably sourced, recycled, or reused where possible.

SD. 23: INDOOR ENVIRONMENTAL QUALITY

Avoid the use of materials that produce concentrations of potentially harmful chemicals, VOCs, or other substances that are known to be harmful to human health in the construction of buildings, particularly in surfaces within interior spaces.

SD. 24: DAYLIGHTING

Strive to incorporate daylight as a source of interior lighting in the building.

Alternative Transportation

SD.25: ELECTRIC VEHICLE CHARGING STATIONS

Provide dedicated infrastructure such as recharging stations and/or designated parking areas for electric vehicles, hybrid vehicles, and other types of "green" vehicles.

SD.26: BICYCLE FACILITIES

Provide parking and/or storage facilities for bicycles. Other facilities, such as shower facilities for workers using alternative transportation modes, should also be included where applicable.

SD. 27: PEDESTRIAN AND BICYCLE CONNECTIONS

Existing pedestrian and/or bicycle facilities (trails, paved pathways, etc.) should be incorporated into the site design to allow for access to and from existing networks. If possible, the site design should seek to connect to existing adjacent pedestrian and/or bicycle networks traveling through or near to the site.